

LITERATURE

THOMAS, HUMORS AND PATHETIC. By Thomas Hood, the Younger. Edited, with a Memoir, by his sister, Frances Freeling Broderip. London: Grafton & Winkles, 1836. Scribner, Armstrong & Gould. Mrs. Broderip tells the story of her brother's life in a very sisterly way, and gives a capital insight into the character of the man. He was not baptized "Tom" Hood, as he thought, but was named Thomas, after his father, although Tom was the name he always signed. From his sister's account of him he appears to have been a good-natured, warm-hearted fellow, whose ambition reached his height when he was made editor of *Punch*. Mrs. Broderip says what she has to say in a very agreeable manner, but has the very feminine trick of italicizing her words. There are occasionally emphatic words that may be improved by italics, but as a rule they are as tiresome in a book as is the unpunctuated in a school grammar. Tom's first attempt at writing was when he was yet in knickerbock boots. The office was a packing box and the paper printed by the hand of the editor and his sister. Of course there was but one copy of this sheet in an edition. Mrs. Broderip thinks that if Tom's talent for drawing had been cultivated he would have made a fair water colorist and a capital designer on wood. He did some wood drawing occasionally and illustrated several children's books. Hood received a university education and it was at one time decided to make a clergyman of him; but this was given up, as his tastes and leanings were avowedly another way. He actually did write a sermon or two which are still in existence. He learned the practice of a newspaper office on the *Lisford Gazette*, in Cornwall. He was among the early contributors to the *Cornhill Magazine*, when Thackeray was at the helm, and of him that great man said—"He is one of the most promising of the young birds who flutter around our *Cornhill*." Tom's first temporary clerk in the War Office at one time, spending his days at his desk and his nights in writing for the magazines. He soon gave up the War Office and turned his peaceful thoughts to literature, editing and writing, until he finally became editor of *Punch*, a position he held to the day of his death. One becomes very much interested in this son of a great man, who, if not a great man himself, was a genial gentleman and clever humorist. We give below specimens of his humorous and serious verses. The first is called "A History!"—

There was a man, so legend says,
 And he, how strange to tell!
 But he was upon his knees,
 Whereon his birthday fell.

He was a baby first, and then
 He was his parents' joy;
 But was a man soon after, when
 He ceased to be a boy.

And when he got to middle life,
 To marry was his wish;
 The self same day he took a wife
 Some woman wooed him.

None saw him to the other side
 Of Sixty, by Charon ferried;
 But 'twas conjectured he died,
 Because he has been buried.

This was very suggestive of the latter. The following called "If!" is wholly his own:—

Ah, dearest, if our tears were shed
 Only for our beloved dead;
 Although our lifeline left incomplete,
 Tears would not be so bitter, sweet,
 As now! ah! no.

Ah, dearest, if the friends who die,
 Alone were those who make us sigh;
 Although our hearts would cease to beat,
 Sighs would not be so weary, sweet,
 As now! ah! no.

If oft man pain it did not give
 To know that our beloved live,
 Than learn their hearts have ceased to beat,
 Grief would not be so bitter, sweet,
 As now! ah! no.

We must confess to a preference for this poet's humorous verse, although the foregoing is very pretty. Mr. Hood had the misfortune to be born the son of a famous man. Great things were expected of him from his cradle, and comparisons were suggested to his grave. In all probability if his name had not been Tom Hood it would have brought him more fame. His reputation, however, was very pleasant and honest of this. We cannot help calling attention to the cover of this book, which is as beautiful as it is unique.

HOW TO CAMP OUT. By John M. Gould. New York: Scribner, Armstrong & Co.

Nothing could be more timely than Mr. Gould's book, for in it he gives just the sort of advice which campers out most need. It is a little early yet for camping, but it is none too early to begin thinking about it. There is no person, man, woman or child, who does not have the camping out bug, or, at least one in his blood. It tents that he would, though there are inconveniences connected with it. One puts up with discomforts in certain that he would not tolerate for a moment at home. He eats badly prepared food, sleeps on the hard ground and goes all day with wet feet and calls it joy. There is brother Bob, who grows if he only. There is a wrinkle in the sheet of his bed at home, but who will wrap a blanket around him and sleep on the ground floor of his tent and actually says that it is more comfortable, more yielding to the form, you know, than his spring mattress. Mr. Gould cautions young men against carrying too much weight if they are tramping and recommends a blanket with articles rolled in it, worn across the shoulders like a sausage link instead of a knapsack. Twenty pounds, he thinks, is as much as any man should carry, to be divided in this way:—Rubber blanket, 3½ pounds; stout woollen blanket and lining, 4½; knapsack, haversack and canteen, 4; drawers, spare shirt, socks and collars, 2; half a shelter tent and ropes, 2; toilet articles, stationery and small wares, 2; food for one day, 3; total, 22 pounds. Every camper should contemplate sacking up his summer gear and going out to follow all of its advice. The chapter on etiquette seems to us rather gratuitous.

A NEW WORK ON COSTUME.

Mr. J. W. Bouton, who caters to the very best literary taste in the country, has just become the agent for "Le Costume Historique," a set of 500 plates, with descriptive letter press, published by Messrs. Firmin, Didot & Co., of Paris. The work is issued in Paris, of which only two are as yet published. These show what the work will be when completed, and we have no hesitation in pronouncing it one of the most sumptuous and attractive books of costume ever published. It will consist, when finished, of 500 plates, 300 of which are in colors, gold and silver, and 200 in improved tinted lithography, representing authentic examples of the costume and ornaments of all times and all nations, with specimens of choice furniture, glass, ornamental metal work, arms, armor, &c., the whole edited by M. A. Racinet, with explanatory text in French. Evidently no pains have been spared to make this work complete. The subject allows of the most generous treatment, and the illustrations are gorgeous in the extreme. The production of this work will have cost M. Didot when finished the sum of \$100,000. It will be completed in twenty parts published at intervals of two months. Each part contains twenty-five plates, and some in large or small portfolios according to the price, the small being \$4.50 a part, and the large \$9; the difference being in the size and tint of the paper.

LITERARY CHIT-CHAT.

Mr. John Buelow has issued through Scribner & Armstrong & Co.'s press "The Wit and Wisdom of Hayti," being a collection of proverbs and adage sayings picked up among the Haytiens of African descent.

Miss Jewett's new book, "Deephaven," from Osagood's press, is a fresh description of a summer vacation in a picturesque New England seaside town.

The literature of cooking is getting to be something vast. Over a dozen new cook books appeared last year, and this month gives us "Housekeeping in Old Virginia," by Marion C. Tyee; "Six Little Cooks; or, Aunt Jane's Cooking Class," and Miss Juliet Corson's "Cooking Manual."

We are to have a new "Treatise on Lightning Protection," illustrated by Henry W. Spang, from Claxton's Philadelphia press.

Gail Hamilton's forthcoming book bears the popular title, "First Love is Best," and will appear

the centennial of the poet's birth.

John Hill Burton, who wrote the best history of Scotland, has in press a volume on "The Reign of Queen Anne."

Charles Read's dashing novel, "The Woman Hater," will be finished and published in book form in June.

A little book, discussing a subject which much needs to be discussed, is Mr. Samuel P. Day's "Burial Reform," just out in London.

Mr. Ruskin is publishing, in his favorite style of shilling numbers, his new book, "St. Mark's Rest," a history of Venice, written for the help of the poor travellers who still care for her monuments.

Mr. O'Connor has taken "The Life of Lord Beaconsfield," in three volumes.

Dr. C. A. Gordon has published "Our Trip to Burma, with Notes on that Country." A beautifully illustrated work.

"The Vept of Weatherly," a powerful novel, by Mr. R. Davey, and published in the *Spirit of the Times*, is to be issued in book form. The time of the story is the reign of Charles II., and the plague and great fire in 1665-6 are introduced with much ability.

NEW BOOKS RECEIVED.

Country Quarters. A love story by the "Countess of Bessington." Three English volumes complete in one. Messrs. T. H. Peterson & Brothers, Philadelphia.

Two Men of Sandy Bar. A drama, by Brate Harle. Messrs. T. H. Peterson & Brothers, Philadelphia.

Deaphaven. A history of American out door life, by Sarah O. Jewett. Messrs. James H. Osgood & Co., Boston.

MIDNIGHT WEATHER REPORT.

WAR DEPARTMENT.
OFFICE OF THE CHIEF OF BUREAU OF WEATHER OFFICERS.
WASHINGTON, April 10-1 A. M.

Indications.

For New England and the Middle States, slightly warmer, east to south winds, falling barometer and clearer or fair weather during the day.

For the South Atlantic and Gulf States, Tennessee and the Ohio Valley, warmer and clear or partly cloudy weather, with light southeast to southwest winds and slowly falling barometer during the day.

For the lake region, warmer, partly cloudy weather and light local rains, with variable wind, mostly from east to south, and in the easterly portions falling barometer.

For the Upper Mississippi and Lower Missouri valleys, continued low barometer, with variable winds, shifting to southwest and northwest, partly cloudy weather and slight changes in temperature.

The Mississippi River will fall at stations above Memphis and rise slightly at stations below. The Ohio, Tennessee, Cumberland and Savannah rivers will fall.

THE WEATHER YESTERDAY.

The following record will show the changes in the temperature for the past twenty-four hours, in comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's pharmacy, Hikeald Building:

	1876.	1877.		1876.	1877.
3 A. M.	54	59	6 P. M.	53	54
9 A. M.	53	64	9 P. M.	54	48
12 M. M.	56	64	12 P. M.	51	48
Average temperature for corresponding date last year	56	64		51	48

ART MATTERS.

THE CLAGHORN COLLECTION.

The fine collection of pictures belonging to Mr. James L. Claghorn, of Philadelphia, which has attracted so much notice from art connoisseurs since it was placed on exhibition at the Kurtz Gallery, will be sold at auction on Wednesday and Thursday evenings next, at Association Hall. The collection is a largely representative one, containing good pictures by the best known artists of the American and European schools. Among the best known men represented are Achenbach, Alma Tadema, Bogaers, Brioncore, Bierstadt, Brillouin, Boughton, Rosa Bonheur, Corot, Churchill, Chavet, Comte-Guy, Doreau, Daubigny, Dupré, Inness and Knapp. The collection is a very fine one, and the artist's charming figure of "Springtime" combines sweetness and freshness of design with an excellent technique. It is one of the most charming pictures in the collection, and is a fine example of Achenbach's "Fountain" in his best style. The cloud effects are magnificent and the masses are modelled with thorough knowledge. "Springtime" in Paris has more pathos than we usually find in French works of this class. This picture is as unassuming as it is fine. Eugene Cuert contributed a picture, "View on the One," in which the cloud effects are happily rendered. "The Rabbit Lover," by the artist, is a clever and humorous sketch of a fish life, set down with honest directness on canvas. Burnier's "Scene on the Dutch Coast" is a fine, broadly painted picture of a Dutch coast. Dupré's "The Painter" is the best quality of a French artist. It is full of sentiment and remarkably strong in color. The artist's collection is a very fine one, and the artist's charming figure of "Springtime" combines sweetness and freshness of design with an excellent technique. It is one of the most charming pictures in the collection, and is a fine example of Achenbach's "Fountain" in his best style. 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STRIKE OF THE ENGINEERS.

THE POSITION OF THE BROTHERHOOD MEN REGARDING THE INSURANCE OF THE STRIKE—EFFECT ON THE BUSINESS OF THE ROAD AS STATED BY THE COMPANY—PUBLIC SENTIMENT WITH THE ENGINEERS.

[BY TELEGRAPH TO THE HERALD.]

POTTSVILLE, Pa., April 15, 1877.

The Committee of the Brotherhood of Engineers in the employ of the Philadelphia and Reading Railroad Company met Mr. Wootton, General Manager, at Reading yesterday, and presented to him their last proposition. In this they recognized his right as their official supervisor in everything that pertains to the executive operation of the Philadelphia and Reading Railroad and leased lines, for the purpose of efficiency and discipline, and to punish for disobedience of the laws and regulations governing employment. They then announced that they would not accede to the demand made to leave the Brotherhood, and stated that "We would do violence and dishonor to an intelligent manhood were we to accept anything less than the withdrawal of said circular and the reinstatement of all those previously mentioned and those of the Brotherhood who had left the company's employ." They also demanded that there should be no discharges for any action that the men may have already taken, and asked an immediate reply.

REPLY OF THE MANAGER.

Mr. Wootton replied emphatically the circular would not be withdrawn, and was notified that at midnight the Brotherhood engineers and firemen would go off duty in a body, first taking all trains to their destinations, and then striking the road. No Brotherhood men were on duty. All trains in this vicinity were run, however, on time by men who had been held in reserve for any emergency. As only a few passenger trains are run on Sunday the success of to-day is not proof that the strike will not embarrass the company to-morrow.

A HERALD reporter called to-day on Superintendent Wheeler at Palo Alto, who has charge of dispatching coal trains, and of a superintendent of the Reading Railroad. He said he had no Brotherhood men on duty, and that he would not run trains regularly. He apprehends no cessation in coal shipments. A large number of the engineers and firemen in this vicinity have been held in reserve for any emergency, and do not belong to the Brotherhood. They are ready for duty although they sympathize with the strikers and unless they are called on they will not go out. They promise to support the company, and they are glad to see the company will get greatly assisted in the strike.

EFFECT ON THE BRANCH ROADS.

On none of the branch roads in this vicinity is any serious trouble anticipated, unless it be the Catawissa branch, which is something of a "dark horse," yet it is not probable that it will be able to run. It is doubtful he would be able to run all the trains he would desire to run. This statement is, however, denied by the men, and the fact is that the company has ordered the men held in reserve by the officials.

The strike on the Reading and Columbia branch is so general that last night Superintendent Van Lew has been notified to suspend all trains on this branch. It is pointed to by the men as an indication that the company are worse off than they confess they are.

The news of the strike was received here to-day with much surprise, and it is conceded that the men have endangered good general business, and have reduced the yield, and then, having resolved to strike, they struck at once. Public opinion here, as far as expressed in the streets, is entirely in favor of the strikers, and is general that they may win. The action of the company is regarded as very arbitrary and uncalled for.

The engineers of the Reading Railroad are a fine, intelligent set of men, competent, sober and hard working. They have quietly submitted to the reduction of wages, and have never been given trouble. Their record is almost unparalleled with regard to the number of passengers carried, and the fact that they are not in sympathy with the strike is attributed to the working of the Brotherhood. It is easily recollected when the engineers of this road used to take their wives and families to the engine house, and sit stupidly drunk, the entire control of the engines devolving on their firemen. Wrecks and smash-ups were the order of the day. For seven years past the men have been sober, and the engine men have been out on the road with a crew of a score of men, while for seven years last past the wreck car has been cut out only "two guineas." It is needless to say that the Brotherhood, and the company will, it is predicted, find it a costly experiment to run their engines without this intellect.

THE EFFECT OF THE STRIKE.

On summing up it may be said that the men having assurance of support from the Brotherhood, will now wait for the company to make a concession. The New York Saturday night, reported in to-day's HERALD, was eagerly read here and has given the men much satisfaction.

RECENT WRECKS ON THE ROAD.

It is a singular circumstance since the issuing of the circular by Manager Wootton that there have been no wrecks on the Reading Railroad. The first was on Saturday a loaded coal train was wrecked below Auburn, and more than thirty knocked into spinners. The track was torn up, and the engine and the crew of the last train, wrecking a large number of cars, tearing up the tracks and scattering the coal. The losses by these accidents will run up into the thousands of dollars.

THE CONFLICT IN PENNSYLVANIA—STRENGTH OF THE BROTHERHOOD.

SCRANTON, Pa., April 14, 1877.

The impending conflict between the Philadelphia and Reading Railroad and the Brotherhood of Locomotive Engineers, is watched with the most intense interest, not only by railroad men, but by the representatives of labor and capital in general. The Brotherhood is regarded by those acquainted with its strength as a *ne plus ultra* of labor organizations, and it is generally conceded that if the Philadelphia and Reading Railroad company is successful in breaking it up there is no longer any hope for labor seeking to cope with capital, or organizing to redress its wrongs. In a similar way the Reading Railroad Company stands at this formidable labor society as being worthy of its steel, and assured that if it came out victorious from this contest the problem of dealing with "unions" in the future was solved. The engineers on other roads are confident that the company will not succeed this time, and no old veteran doing duty on the Delaware Lackawanna and Western road remarked to me to-day, while speaking on the subject, that President Gowman made a mistake when he declared war on the Brotherhood. "He thinks," said my bronzed informant, "that he will be successful in bull-dozing the Brotherhood same as he whipped the miners into submission, but he is mistaken. There is not one of us in the United States or Canada who will not cheerfully subscribe one-third his pay if need be to support the boys in a twenty years' war against the road—yes, for life—rather than give in and throw up our grand organization."

STRENGTH OF THE UNION.

"How strong is your organization?" "Well, I believe there's about 18,000 of us all told in this country and Canada, so that it would not cost us much apiece to keep the 400 men employed on the Reading. The men are just solid, and they ain't afraid to be banded together for anything. The company has got to give in. I see the company are about to establish benefit and life insurance associations for their employees, and I don't think they will do it. I will cash insurance and benevolent associations from the amounts they will be asked to pay. The company will have to give them under their thumb. If they cut down an engineer's salary \$30 a month, what is easier for them than to be benevolent to him? The Brotherhood are determined, then, to stand by the men of the Reading road?"

"To the last, you may be sure. I want you to correct the papers to the effect that the men are giving in to the company. They won't do it. Their delay is only a matter of time. They will not give in. They won't act in a hurry or without proper consideration, but when we do act you may be sure we won't go back on ourselves."

"I have other engineers with whom I conversed to ascertain the state of sentiment among the men expressed themselves to the same effect and have admitted that they would not give in. They are faithful to which they are devoted with enthusiastic loyalty."

BENEFITS OF THE BROTHERHOOD.

Aside from the fact that the Brotherhood offers a life insurance scheme, to which the entrance fee is fixed at a moderately graduating scale, according to age, and the cost of twenty-one dollars for the first year, and \$3; thirty-five years and over, \$10; annual dues, \$225. This entitles the holder of a policy to \$5,000. On the death of a member the sum of \$5,000 is paid to the surviving brethren and it is always paid freely. Out of every \$4 thus paid in is not used directly and the balance paid to a surviving member. You may see that neither is it forfeited by the disabilities or misfortunes of age. During its history for the last twenty years it has paid out more than \$1,000,000 to pay its insurance claims of \$5,000 in every case. Into what is known as the widows, orphans and distressed relatives fund, the sum of \$5,000 is paid to the

To maintain men of ability, who are beyond the power of the corporations, to transact their business.

The aggressive move, although made by the Reading Railroad Company, is one contemplated seriously by all the railroad companies of Pennsylvania. The American Locomotive Engineers has been the *bête noir*, and they are anxious to see it fail; so that while the Reading company only has opened its offices in the United States and Canada. It has been noticeable fact in this region that while every other class of union and railroad employees were reducing wages as much and as often as their masters saw fit, the wages of the locomotive engineers have not been touched since striking unions and railroad employes were reduced to the influence of their Order than the engineer themselves, and it will be a war of *laoutance* before they permit it.

It was through himself and the corporation of which he is President invincible in dealing with labor organizations and secret societies. He has explored the Schuylkill region, has scattered the formidable forces of the Molly Maguires, and now, according to his own proclamation, is assuming the same attention to the Brotherhood of Locomotive Engineers the graderiest, strongest organization of workingmen in the country.

"Now comes home to every one who travels—and who does not in these days?—so that the public cannot afford to be a disinterested spectator in the case." Mr. Down will pursue it to the end. The Brotherhood will not recede from its dignified stand no matter what threats or promises the Reading Railroad may have in its proposal.

"ONE BLOW OF MY FIST."

A PROBABLE HOMICIDE GROWING OUT OF A TRIVIAL DISPUTE.

Two men, who have hitherto borne excellent reputations, have been placed in sad predicaments as the result of a barroom discussion. One of them, Joseph A. Brady, was taken home in a dying condition, and the other was locked up as the probable homicide.

The latter, James Lanahan, is fifty-eight years old, a laborer, and resides at No. 2,226 Second avenue, and was formerly an employee of Mr. Brady, who was well known contractor. The two men met on Saturday night at the corner of 113th street and Second avenue quarrelled over the nonpayment of money owed by Brady to Lanahan, and exchanged blows. Brady dropped and struck his head against the curbstone, the shock rendering him insensible, and it was after some time found that his skull was fractured. Lanahan was held in custody.

HISTORY OF THE CASE.

It appears that Mr. Brady, who resided at No. 11 East 113th street, was a builder, some of whose late contracts have not turned out well; so he became embarrassed, especially on one contract for the construction of city baths last summer, on which Lanahan and others had been employed. Brady got his money in trifling sums from the city; therefore he could not pay his hands promptly.

"I broke down," says Brady, "and I was not the man to tell my men they had been paid. Lanahan was not of the number. He had faith in Mr. Brady's honesty, and all might have gone well between us, if it had not been for the evening event which took place at Riley's saloon, in East 113th street. Brady was somewhat intoxicated and quarrelsome abouting me the previous evening. He said he would become abusive, declaring that he would never pay him at all. A war of words followed, and Brady, much larger man than Lanahan, decided to give him a fight in his place, which Brady shortly afterward left. Lanahan tells the remainder of the story himself. He says that he developed a headache, and that he did not leave the saloon for more than half an hour after Brady. On going out doors he observed the lighted windows of the saloon, and went in search of Second avenue, evidently waiting for the prisoner, who tells the story this way:—"Brady, as soon as he saw me, turned and began abusing me, saying that he was right away, and that I attempted to dodge but failed to do, inasmuch as the blow fell on my shoulder. I struck back, hitting Brady in the face one blow, and another on the back of his head. He came down on the sidewalk with an awful sound and the blood flowed from one of his ears. I got frightened, ran back and called Officer Thompson, of the Twelfth precinct, took me to the station house, where I was locked up."

After being released, Lanahan had been taken home by the officer, had not recovered from his stupor, and Deputy Coroner MacWinnane was unable to get an ante-mortem examination. His death was unfortunately delayed until he recovered, fragments of his broken skull pressed so heavily on the brain. Lanahan is a sturdy man and Brady is very large.

A COMPOSITOR'S SUICIDE.

Harry C. Shales, a compositor, who has been in ill health for some weeks past, shot himself at his residence, No. 157 Sixth avenue, at an early hour this morning. He had been out of work for some time, and is supposed to have committed the act under a bit of depression. The bullet entered his chest, and inflicted a severe wound. He was taken to the New York Hospital, where his injuries were pronounced fatal. Shales was twenty-six years of age, and a native of Wisconsin. To one of his associates was found the following letter, addressed to two of his friends, inmates of the house:—

MY DEAR FRIENDS.—Please try to judge me leniently. I am writing you this note because of the circumstances that drove me to the far step I have taken. You have been good friends to me, for better or for ill.

HARRY C. SHALES.

New York, April 15, 1877.

Another scrap of paper was found in his pocket requesting his roommate, Gale, to conceal, if possible, the manner of his death.

AN OUTCAST.

Roundsman McCarthy, of the Fourteenth precinct, while passing No. 41 Spring street, a tenement building, was accosted by a woman who told him that her man was lying dead in the cellar. The officer went in and found a poor wretch in a most filthy condition, choked in his own vomit. He was taken to the hospital, died of starvation. It turned out that his name was William Gerard, the stepson of the lady who keeps the De Soto, in Bleeker street. Intemperance and bad habits drove a native of Wisconsin to one of his vilest destinations. He was only twenty-five years old.

FATALLY INJURED.

Morton Grey, a driller on the Pennsylvania Railroad in Jersey City, was at his post at half-past three o'clock yesterday morning, when a locomotive struck him as he was running over and fearfully mutilated. One of his legs was completely severed. He was conveyed to City Hospital, where the physicians pronounced his injuries fatal.

OCEAN STEAMERS.

Steamer.	Date.	Destination.	Office.
Montana.....	April 17.	Liverpool.	20 Broadway.
St. Laurent.....	April 18.	Havre....	53 Broadway.
Yamouco.....	April 19.	Boston....	10 Broadway.
Greenoe.....	April 19.	Glasgow...	40 Broadway.
Narvia.....	April 19.	London....	72 Broadway.
Terminator.....	April 21.	Liverpool..	71 Broadway.
State of Penn'a.....	April 21.	Boston....	10 Broadway.
Ethiopia.....	April 21.	Glasgow...	7 Bowling Green.
Maine.....	April 21.	Liverpool..	40 Broadway.
Winconsin.....	April 24.	Boston....	20 Broadway.
Andria.....	April 24.	Liverpool..	71 Broadway.
Nothalia.....	April 25.	Liverpool..	71 Broadway.
Harmalus.....	April 25.	Liverpool..	71 Broadway.
Albia.....	April 25.	Liverpool..	71 Broadway.
Nalle.....	April 25.	Liverpool..	71 Broadway.
Weber.....	April 25.	Bremen....	2 Bowling Green.
Victoria.....	April 25.	Liverpool..	71 Broadway.
Albia.....	April 25.	Liverpool..	71 Broadway.
Abyssinia.....	May 2.	Liverpool..	40 Bowling Green.
Albia.....	May 3.	Liverpool..	71 Broadway.
State of Penn'a.....	May 3.	Glasgow...	72 Broadway.
Adriatic.....	May 3.	Liverpool..	71 Broadway.
Albia.....	May 3.	Liverpool..	71 Broadway.
Novel.....	May 5.	Bremen....	2 Bowling Green.
Albia.....	May 5.	Liverpool..	71 Broadway.
P. Caland.....	May 10.	Hutchinson	50 Broadway.
Wieland.....	May 10.	Glasgow...	72 Broadway.
Albia.....	May 10.	Liverpool..	71 Broadway.
Nevada.....	May 15.	Liverpool..	20 Broadway.
Utopia.....	May 15.	Liverpool..	71 Broadway.

NOTICE TO CAPTAINS OF VESSELS IN THE COASTING AND FOREIGN TRADE.

OF vessels engaged in the coasting and foreign trade observe the displacement or removal of sea buoys are requested to communicate the fact to the HERALD, so that it may be brought publicly to the attention of the proper authorities. A letter addressed "To the editor of the HERALD, New York City," giving as accurately as possible the names and positions of displaced buoys, and the reasons therefor, will be published in all cases observed along the Atlantic and Pacific coasts of the American Continent. When they are observed on the coast of European countries or in the Mediterranean it is requested that information be sent either by telegram or letter to the London office of the NEW YORK HERALD, Fleet street, London. Where the telegraph is used despatch must be addressed "Bennett, 40 Fleet street, London." "Bennett, 61 Avenue de l'Opera, Paris." Where cables are displaced are observed in the waters of countries beyond the reach of the telegraph, as in Asia or Africa, captains of ships are requested to send the information to the London office of the NEW YORK HERALD, Fleet street, London.

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